

Introduced by: Councilmember Austin-Lane

RESOLUTION 2002-30

Resolution Calling on the WMATA Board to Ensure that Transportation Remains the Primary Function of the Takoma Metro Site

WHEREAS, the primary responsibility of the Washington Metropolitan Area Transit Authority (WMATA) is to provide and maintain transit services; AND

WHEREAS, land at the Takoma Metro Station was acquired before the Station was opened to provide space for essential transportation facilities related to the Station, including bus bays, Kiss-and-Ride, automobile parking, bicycle parking, and safe access routes for vehicles, pedestrians and the handicapped; AND

WHEREAS, open space at the Takoma Metro Station was planned as a green buffer for surrounding residences; AND

WHEREAS, the Takoma Metro Station is a well-used transit facility that functions as the center of the Takoma, D.C./Takoma Park, Maryland community; AND

WHEREAS, the draft Takoma Central District Plan recently prepared by the D.C. Office of Planning was completed before the Takoma traffic and transportation study, jointly undertaken by the District of Columbia and Maryland, was begun; AND

WHEREAS, the draft Takoma Central District Plan includes a concept plan for the Takoma Metro site that does not provide adequate space for the twelve bus bays plus layover spaced called for in the Regional Bus Study, and does not include adequate provision for automobile, taxi, bicycle, pedestrian and handicapped accessibility to the Takoma Metrorail Station; AND

WHEREAS, it is a positive step that the WMATA Board has adopted new guidelines for the Joint Development program.

NOW, THEREFORE, BE IT RESOLVED by the Takoma Park City Council that the WMATA Board ensure that transportation remains the primary function of the Takoma Metro site.

BE IT FURTHER RESOLVED that City Council commends the WMATA Board for adopting the new Joint Development guidelines and believes they should be applied to the Takoma Metro project.

BE IT FURTHER RESOLVED that the WMATA Board is urged to vote against any disposition of the Takoma Metro site until the joint Takoma traffic/transportation study is completed and the Mass Transit Plan for the Takoma Station is revised.

BE IT FURTHER RESOLVED that the Takoma Metro site retain space for the essential transportation facilities needed to maintain and increase ridership at the Takoma Metro Station, including:

- allowing space for the twelve bus bays and layover space identified as needed by the Regional Bus Study, as well as space to provide for additional growth and flexibility for currently unidentified mass transit uses for at least the next twenty years;
- providing safe bicycle access routes to and through the site, given the heavy bicycle use of the area and its location on the Metropolitan Branch Trail, with sufficient space for commuter bike lockers and bike racks in a location visible to the Metro station booth;
- providing space comparable in character to that existing for Kiss-and-Ride and adding taxi access; and
- providing enhanced pedestrian and handicapped accessibility to the Takoma Metro Station, especially concerning elevator access, including additional entrances on the west side of the station.

ADOPTED THIS 22nd DAY OF APRIL, 2002.